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However, on the Kazan', Sverdlovsk, Perm', Southeastern, and Kuybyshev systems delay is still great. At the Liski, Tyumen', Argyz, and Abdulino depots and also at Yasinovataya and Mineral'nyye Vody, locomotives are held 2 - 3 times the allotted period.

#### ANDIZHAN DEPOT CRITICIZED -- Stalinskoye Znaniya, No 103, 28 May 49

The Andizhan Railroad Car Depot (chief, Strel'nikov; deputy chief, Shchekhtsev) has consistently failed to meet every phase of its production plan. The chief reason is the complete disorder and chaos throughout the depot.

The forge shop is cluttered with good and broken parts and various waste materials. The exhaust pipes are broken and the shop is always filled with smoke, thereby decreasing labor productivity. The carpentry shop is in even worse condition, littered with old, useless railroad cars, wood, cuttings, etc. In order to turn over a large part, it is necessary to take it out in the street since there isn't enough room inside the shop. Similar situations exist in the machine, assembly, and tool shops. The tracks on which cars are repaired are littered with rubbish, among which are found some good parts. The entire depot, including the offices, are filthy.

Parts from dismantled cars are neither examined nor utilized. Measures for technical and labor safety are nonexistent. Precision tools are, to a great extent, lacking. Socialist competition is a mere formality and labor agreements are incorrectly drawn up and lack concrete obligations. Labor productivity is low and as many as 70 persons are not fulfilling work norms. -- V. Savchenko

#### TASHKENT RAILROAD GETS DIESEL LOCOMOTIVES -- Pravda Vostoka, No 129, 2 Jul 49

The first Soviet-made Diesel locomotives have begun to operate on the Tashkent and Samarkand railroad sectors.

Supply of water to locomotives on the Tashkent Railroad has been extremely difficult. A large part of this area has no water, and many of the springs contain poor-quality water. A Diesel locomotive requires only 6 liters of water per 10,000 kilometers. Diesel locomotives consume 8 - 10 times less fuel than steam locomotives. In addition, the use of petroleum for the operation of Diesel locomotives eliminates the necessity of shipping coal from Kuzbass and Karaganda to this region.

#### LOCOMOTIVE OPERATIONS SPEEDED -- Gudok, No 85, 17 Jul 49

In comparison with the first 10 days of June, turnaround time of locomotives in freight service in the USSR railroad network was accelerated by 0.8 hour during the first 10 days of July. Average daily distance traveled was increased by 8.6 kilometers, and average speed excluding stops was raised by 1.1 kilometers.

#### LOCOMOTIVE RUNS LENGTHENED -- Kommunist, No 153, 1 Jul 49

An engineer at the Leninakan Locomotive Depot operated his locomotive 43,290 kilometers between washings instead of the norm run of 7,500 kilometers.

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TIE STANDARD NOT OBSERVED -- Gudok, No 81, 8 Jul 49

Enterprises of the Main Administration of Timber Industry are supplying to construction projects railroad ties with wide variations from the standard length for ties, 2.7 meters. Projects on the Southern Railroad System, for instance, have to cut the ends off 30 - 35 percent of all the ties they receive, while normally they should have to trim only 3 percent. Of the more than 1,000 ties used on one kilometer of track, it is necessary to trim 600, rather than the normal number of 50. On each kilometer of track 2 - 2½ cubic meters of tie timber are wasted.

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